

WELCOME

to the

U.S. Highway 12

Environmental Impact Study

Information Meeting



Tonight's Discussion Topics

- Reasons for looking at solutions
- Environmental Impact Statement process
- Conceptual study options
- Public involvement efforts
- What's next?



The Purpose

The Purpose of Seeking Solutions

To ensure US Highway 12 remains a safe and effective interregional corridor serving the traveling public while supporting the existing and future transportation needs for Fort Atkinson and the Town of Koshkonong



Three Principal Reasons:

- Regional mobility demands
- Traffic safety and congestion problems
- Public support for improvements



Maintain Regional Mobility

Origin Destination Study Findings:

- More than 3,000 vehicles would use a bypass south of Fort Atkinson
- Almost 500 of these vehicles would be heavy trucks



Address Safety and Congestion Concerns

Traffic volumes will approach roadway capacity limitations by 2030.

Problem Intersections:

- Madison Avenue and Robert Street
- North Third Street and Main Street
- Sherman Street and Main Street
- Milwaukee Avenue and Main Street
- South Third Street and Main Street
- Janesville Avenue and South Third Street
- Rockwell Avenue and Whitewater Avenue

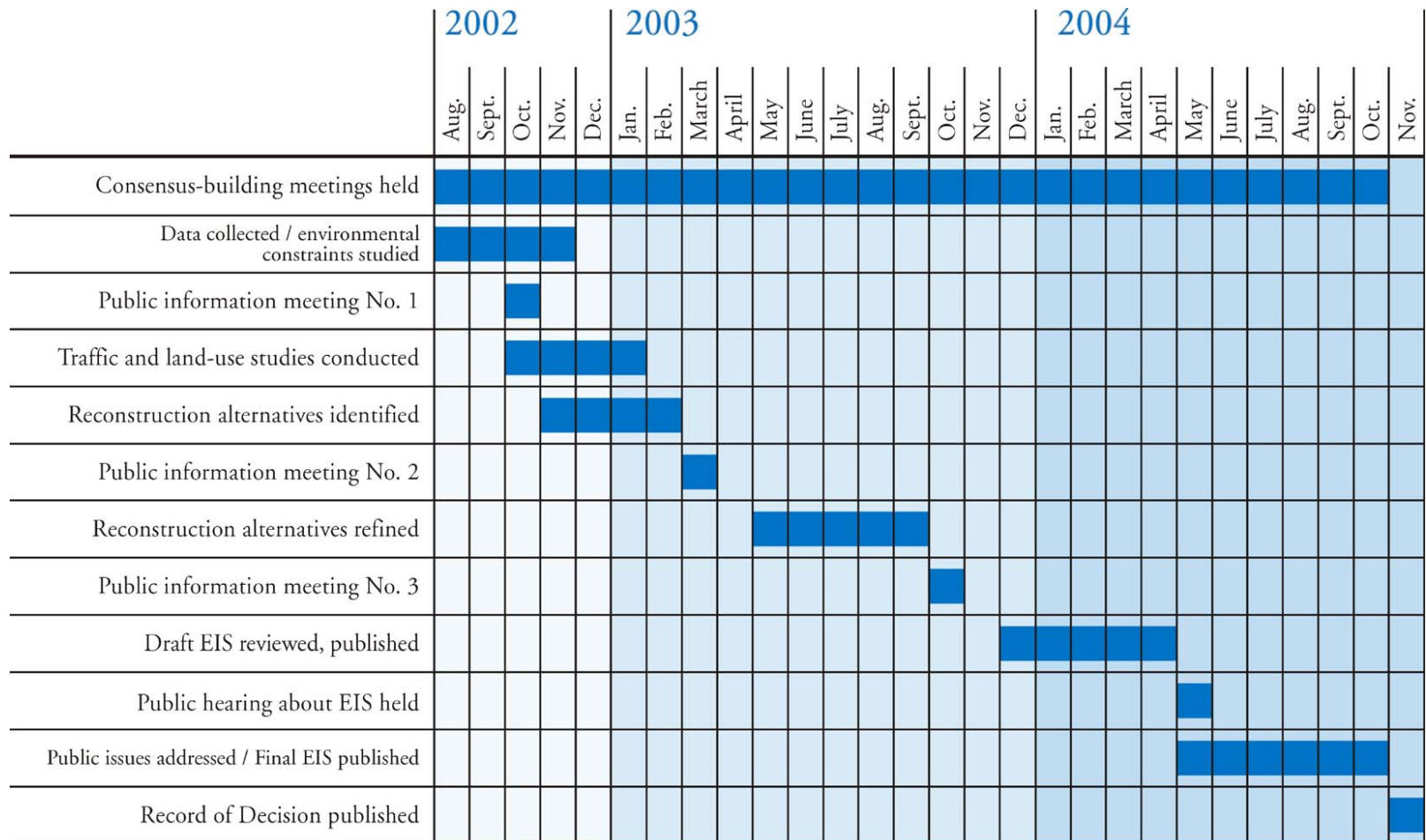


Support for Seeking Improvements

- Area-wide survey shows strong agreement there are safety and congestion problems.
- Resolutions adopted by Fort Atkinson and Koshkonong suggest alternatives for improvement.



Study Time Line



Conceptual Study Options

Conceptual study options were identified through the Needs Assessment public involvement process.

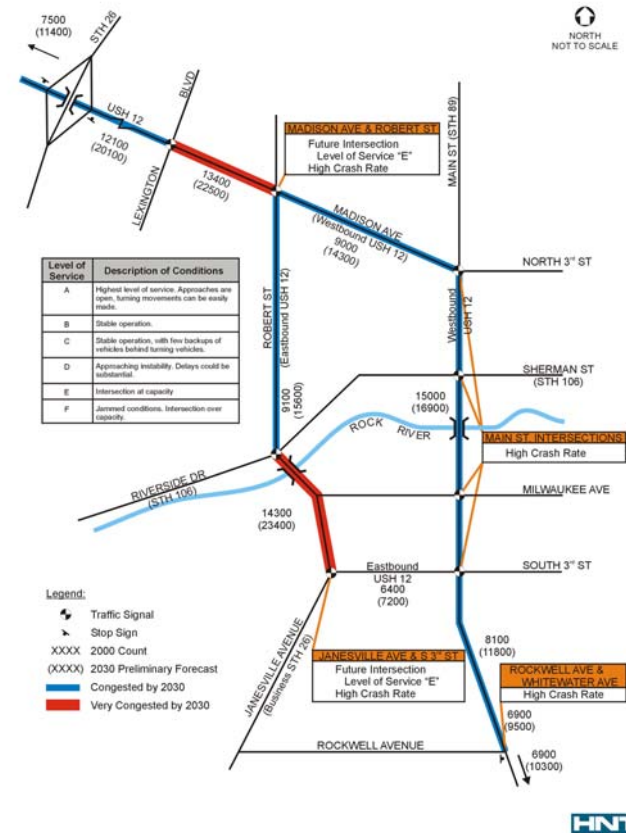
- No build
- Improve existing US 12
- Improve existing CTH N (Rock) & CTH S (Walworth)
- Improve existing CTH N (Jefferson)
- A near east Fort Atkinson bypass
- A near south Fort Atkinson bypass
- A south Fort Atkinson bypass



Conceptual Option #1

No Build

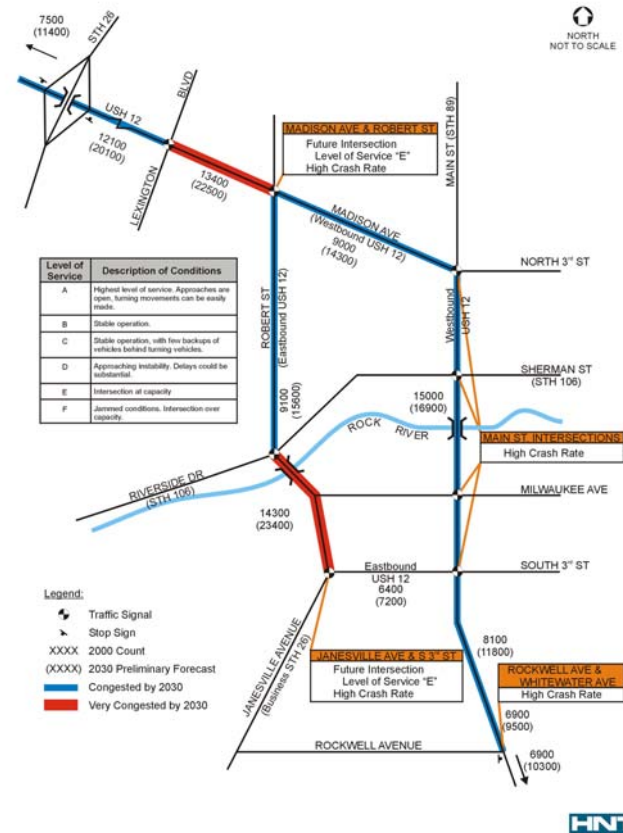
No project would take place. The environmental effects of taking no action would serve as a baseline from which to compare the effects of a project or alternatives.



Conceptual Option #2

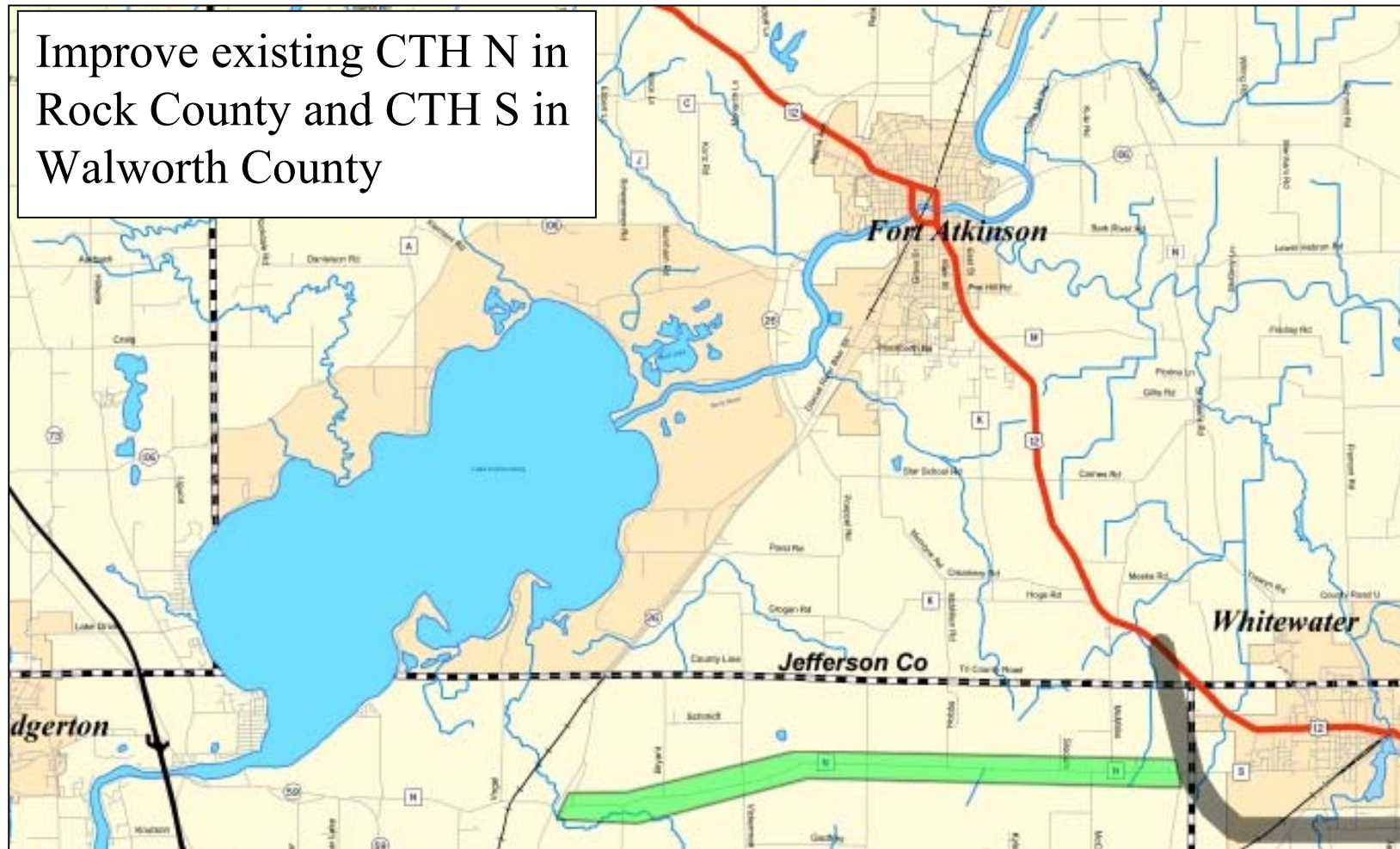
Improve Existing US 12

Take action to improve the safety and congestion problems on existing US 12. Could include removal of parking, intersection channelization, signal improvements, and roadway widening.



Conceptual Option #3

Improve existing CTH N in Rock County and CTH S in Walworth County



Conceptual Option #4

Improve existing CTH N
in Jefferson County



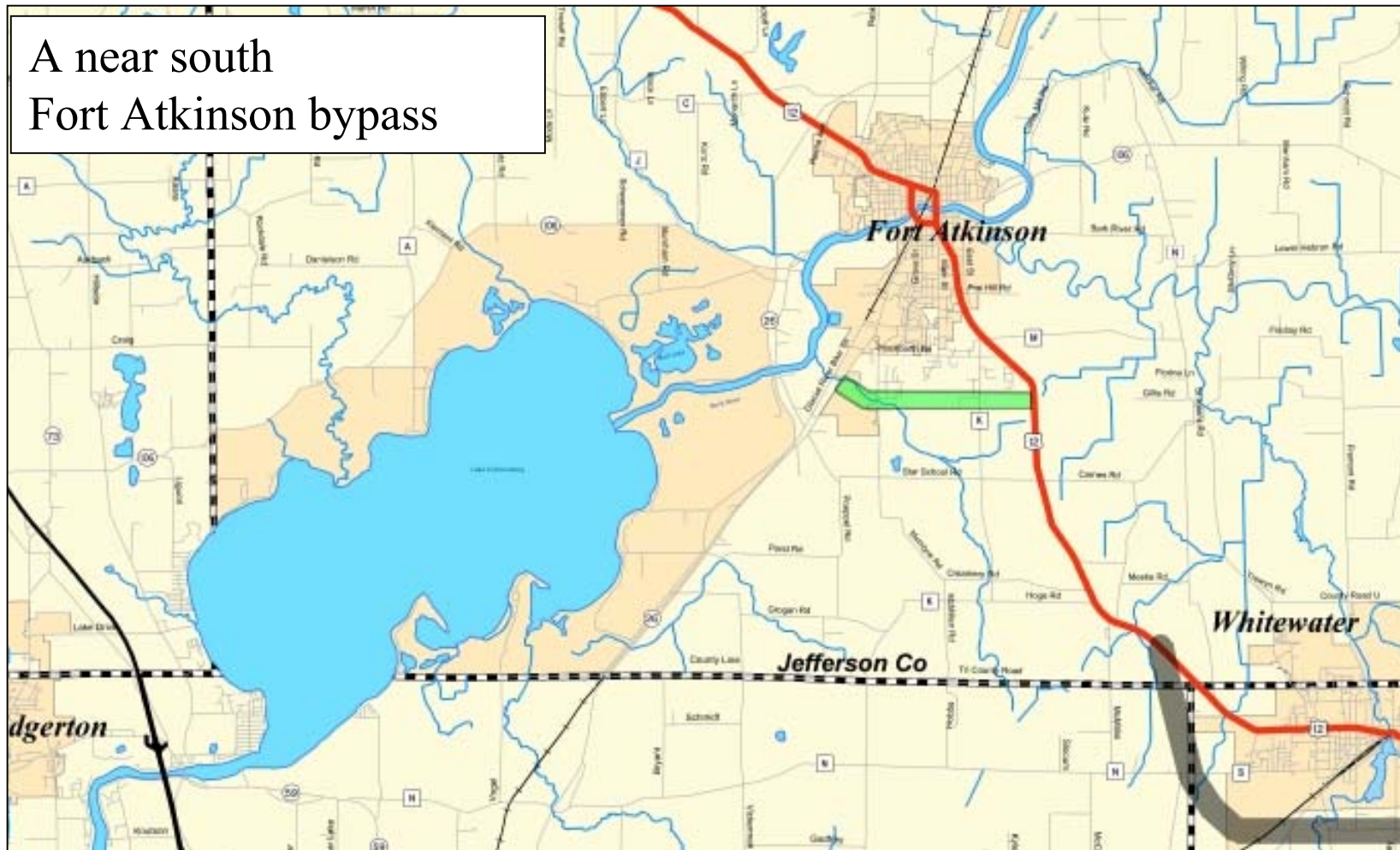
Conceptual Option #5

A near east
Fort Atkinson bypass



Conceptual Option #6

A near south
Fort Atkinson bypass



Conceptual Option #7

A south
Fort Atkinson bypass



Public Involvement

- Public Meetings
- Advisory Committee
- Project Newsletters
- Stakeholder Outreach
- Special Interest Groups



Advisory Committee

Establish an Advisory Committee

- To provide local public input
- To develop the best alternatives
- To identify environmental impacts
- To build consensus for the selected alternative
- Represent rural and urban interests
- To advise WisDOT Transportation District 1



Advisory Committee

Committee Membership:

Rural Interests

- 1 member from Jefferson County Board
- 1 member from the town of Koshkonong Board
- 1 member from the Friends of Koshkonong US Highway 12 Committee
- 1 rural area resident



Advisory Committee

Urban Interests

- 1 member from Jefferson County Board
- 1 member from the Fort Atkinson City Council
- 1 member from the Greater Fort Atkinson Chamber of Commerce
- 1 urban area resident

Rock County Interests

- 1 member from Rock County Board



Public Agency Coordination

Local Agencies

- City of Fort Atkinson
- Town of Koshkonong
- Jefferson County Highway Department
- Rock County Planning and Economic Development
- Rock County Public Works



Public Agency Coordination

State Agencies

- Wisconsin Historic Society
- Wisconsin Department of Agriculture, Trade and Consumer Protection
- Wisconsin Department of Natural Resources
- Wisconsin Department of Transportation, Bureau of Aeronautics



Public Agency Coordination

Federal Agencies

- Federal Highway Administration
- National Park Service
- Native American Tribes
- US Army Corps of Engineers
- US Environmental Protection Agency
- US Fish and Wildlife Service
- USDA Natural Resources Conservation Service



Evaluation Criteria

- Cost
- Ability to move traffic
- Compatibility with local, state and national plans
- Public support
- Economic Development
- Other impacts including:
 - Agricultural Lands
 - Wetlands
 - Homes
 - Businesses
 - Hazardous materials
 - Community
 - Pedestrian/bike
 - Historic sites and buildings
 - Archaeology
 - Noise
 - Air quality
 - Endangered Species
 - Environmental justice



Who makes the final decision?

After receiving input from public and agencies:

- WisDOT Transportation District 1 recommends the final alternative,
- FHWA approves it, and
- the Legislature and Governor must provide funding through enumeration of major project.



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Questions?

